

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** January 8, 2007

**TO:** Nicole Steele, Project Manager  
Land Use Review

**FROM:** Melanie L. Wellman, Planner  
Community Planning

**SUBJECT: SPEX 2006-0030, Lenah Auto Service**

**BACKGROUND**

Mr. Randolph D. Rouse, the applicant, is requesting a Special Exception for renovations to an existing service station along Route 50 in Aldie. The property is 0.75 acres in size and is zoned RC (Rural Commercial) under the Revised 1993 Zoning District. A use permit for a "gasoline service station" was issued on August 20, 1954, and the Lenah Auto Service has been operating on the subject property from 1954 to the present. The existing service station contains two gasoline pumps under a canopy, as well as a service station building. The applicant seeks to renovate and upgrade the service station by expanding from two gas pumps to four, replacing existing and outdated fueling equipment, and expanding the canopy above the gas pumps.

The property is bordered to the north by Route 50. To the south is RC zoned land also owned by the applicant. To the east is RC zoned land containing warehouse uses, and to the west is land zoned Transitional Residential with a single family dwelling.

The property contains an existing use, thus it is anticipated that there will be no additional environmental impacts. The property is located within the Ldn 60 airport noise contour. The Planning Department has agreed to waive the requirement for a Phase 1 Archeological Study and Tree Study.

**COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The property is governed by the Revised General Plan (Plan), the Revised Countywide Transportation Plan (Revised CTP), the Arcola Area/Route 50 Corridor Plan, and the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Upper Broad Run Subarea of the Transition Policy Area. The Revised General Plan specifies the subject site as suitable for transitional land uses, which are defined as "a

blend of rural and suburban development features..." that "...achieve a balance between the built and natural environments" (Revised General Plan, text, p. 8-1).

## **ANALYSIS**

### **LAND USE**

The Revised General Plan's intent for the Transition Policy Area is to provide a "visual and spatial transition" between the Suburban and Rural Policy Areas (Revised General Plan, Policy 2, p. 8-2). The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from the suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar commercial uses, public and private schools and other compatible institutional uses provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics (Revised General Plan, text, p. 8-2, and Policy 15, p. 8-7). Nonresidential uses within the Transition Policy Area are intended to "promote the rural character while serving both the rural and suburban populations" (Revised General Plan, text, p. 8-2).

The existing service station has retained its rural, small-town character, while serving the surrounding community since the early 1950's. This is the intent of nonresidential uses within the Transition Policy Area. The Plan supports the expansion of existing commercial uses in the Transition Policy Area that serve the surrounding rural and suburban population. However, the proposal should ensure that the existing character of the use is not compromised in the process, and that the use continues to represent the spatial transition from suburban to rural land uses. Concerns regarding the design of the canopy expansion, lighting, and landscaping are outlined below.

***Staff finds the proposed service station expansion is in conformance with the policies of the Revised General Plan in terms of use, as it promotes a rural character and represents an appropriate transition from suburban to rural uses along Route 50, while providing a service to the local rural and suburban population.***

### **CANOPY DESIGN**

The proposal includes a canopy expansion that will house a total of four pumps. The proposed canopy will be 23' x 106', approximately twice the size of the existing canopy. The application does not include information on the design of the existing or proposed canopy, and whether or not the proposed canopy will be designed to complement the existing service station. The proposed canopy expansion should be reduced in size and designed in keeping with the character of the existing service station and surrounding community. Traditional architectural elements and details such as a low-pitched gable or hipped roof, a simple boxed cornice with molded soffit detail, and building materials such as asphalt shingle or standing seam metal roofing could be incorporated into the design of the canopy. A gas station approved on July 19, 2005 (SPEX 2003-0027, Piercy's Garage) incorporated architectural elements such as a shingle finish roof, and white column wraps. Attachment 1 is portion of the SPEX plat

approved for Peirce's garage, which serves as an example of what materials and design elements could be used in the design of the proposed canopy for this site.

***Staff recommends that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. Staff would be happy to work with the applicant to identify and discuss different design options for the proposed canopy.***

## **LIGHTING**

The Plan promotes night-lighting standards that will "reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment" (Revised General Plan, text, p.5-42).

No information has been submitted regarding the type of lighting that will be used on the proposed canopy expansion. The proposed lighting should be designed to reduce glare and spillage of light onto adjoining properties. Information regarding lighting and/or proposed lighted signage should be provided to assess the potential visual impact of the project. In particular, information regarding the times of illumination and intensity of lighting necessary for the operation of the facility should be provided. The issues of intrusive light trespass and light pollution created by the proposed site and signage lighting on the adjoining properties should also be addressed.

***Staff recommends information be provided regarding lighting of the proposed canopy including types of lighting, intensity of lighting and times of illumination to further evaluate light trespass and impacts on the adjoining properties.***

## **LANDSCAPING**

The Transition Area is envisioned to serve as a spatial transition from the suburban east to the rural western part of the County (Revised General Plan, text, p. 8-1). To provide an aesthetically pleasing corridor, all properties along Route 50 will be developed with a unified treatment of setbacks and landscaping consistent with the landscaping guidelines established as a result of the Route 50 Task Force Report (Arcola Area/Route 50 Corridor Plan, Policy 1, p. 3). ZOAM 2006-0002, Route 50 Landscaping, was approved on September 12, 2006, to implement the landscaping recommendations of the Route 50 Task Force.

The SPEX plat shows the proposed location of buffer yards, but does not provide detailed information on the types and locations of plantings. The service station is along Route 50, a major transportation corridor and gateway to and from Fairfax County to points east and west. It is the intent of the Arcola Area/Route 50 Corridor Plan for Route 50 to have unified landscaping along the entire length of the corridor through the County.

***Staff recommends significant landscaping be provided along the Route 50 frontage, in the form of a Type 5 buffer. Detailed information on the types and locations of plantings should be submitted for staff's review.***

#### **RECOMMENDATION**

The proposed service station expansion is in conformance with the policies of the Revised General Plan in terms of use. However, staff is unable to recommend approval until such time as the Plan policies regarding design, lighting, and landscaping have been addressed. Specifically, staff recommends the following:

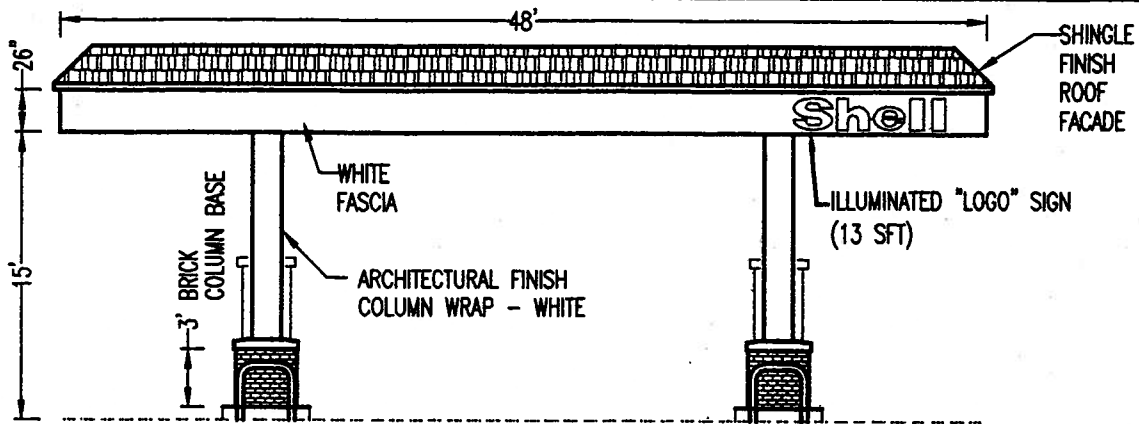
1. Ensure that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. Staff would be happy to work with the applicant to identify and discuss different design options for the proposed canopy;
2. Provide information regarding lighting of the proposed canopy including types of lighting, intensity of lighting and times of illumination to further evaluate light trespass and impacts on the adjoining properties;
3. Provide significant landscaping along the Route 50 frontage in the form of a Type 5 buffer. Provide detailed information on the types and locations of plantings.

Staff would be happy to meet with the applicant to discuss these issues.

#### **ATTACHMENT**

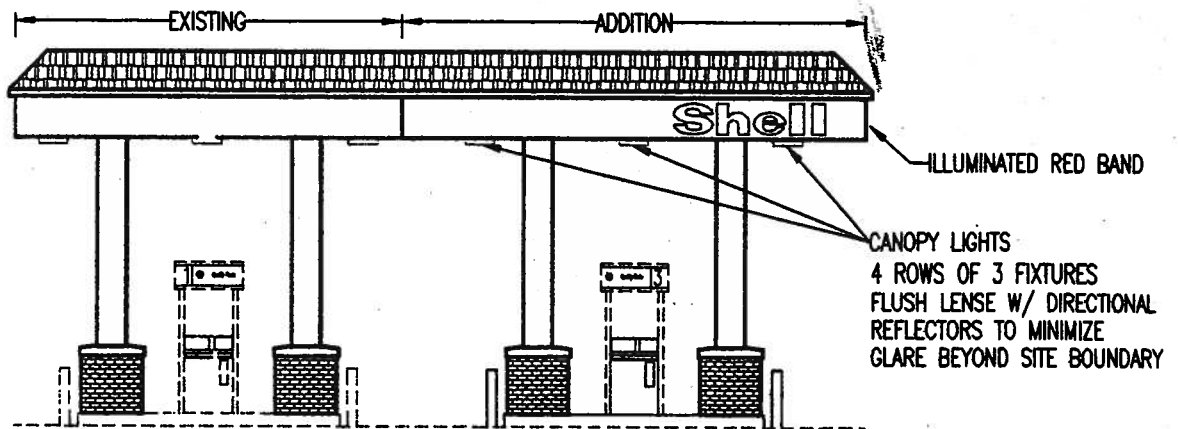
Attachment 1: Design Illustratives from SPEX 2003-0027, Piercy's Garage

cc: Julie Pastor, AICP, Director, Planning  
Cynthia L. Keegan, AICP, Program Manager, Community Planning



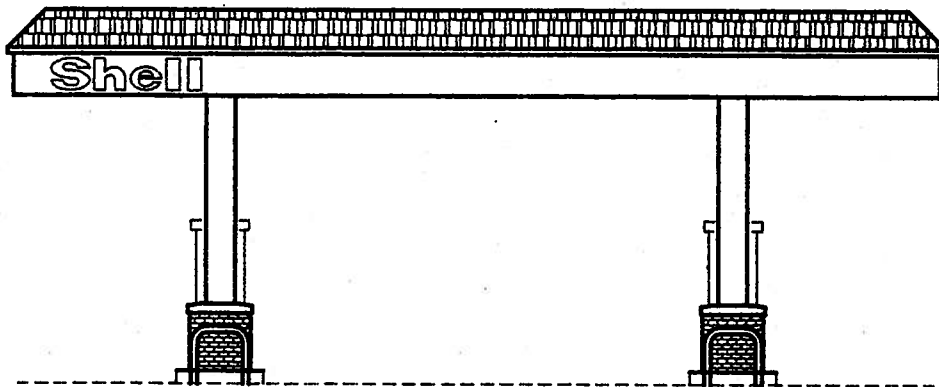
ELEVATION OPPOSITE RTE 662 (FACE 1)

SCALE: 1"=10'



ELEVATION FACING RTE 9 (FACE 2)

SCALE: 1"=10'



ELEVATION FACING RTE 662 (FACE 3)

SCALE: 1"=10'

CANOPY NOTE: APPLICANT AGREES TO COORDINATE WITH STAFF IN ATTEMPT TO INCORPORATE "RURAL IMAGE" DESIGN FEATURES

PROJEC

OWNER

TAX M.  
PIN  
ZONE:  
USE:

A-5 REFERI

RCE OF TITLE IS LAND RECORDS AT LOUDOUN COUNTY CIRCUIT COURT. NO TITLE REPORT PROVIDED.

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POSED REDEVELOPMENT DISTURBS 1560 SF ADJACENT 1

VEFORMATION IS NOT REQUIRED

**County of Loudoun**  
**Department of Planning**  
**MEMORANDUM**

**DATE:** March 27, 2007

**TO:** Nicole Steele, Project Manager  
Land Use Review

**FROM:** Melanie L. Wellman, Planner  
Community Planning

**SUBJECT:** SPEX 2006-0030, Lenah Auto Service - 2<sup>nd</sup> referral

**BACKGROUND**

Mr. Randolph D. Rouse, the applicant, is requesting a Special Exception (SPEX) for renovations to an existing service station along Route 50 in Aldie. The property is 0.75 acres in size and is zoned RC (Rural Commercial) under the Revised 1993 Zoning District. A use permit for a "gasoline service station" was issued on August 20, 1954, and the Lenah Auto Service has been operating on the subject property from 1954 to the present. The existing service station contains two gasoline pumps under a canopy, as well as a service station building. The applicant seeks to renovate and upgrade the service station by expanding from two gas pumps to four, replacing existing and outdated fueling equipment, and expanding the canopy above the gas pumps.

In a 1<sup>st</sup> referral dated January 8, 2007, staff raised three concerns, regarding canopy design, lighting, and landscaping. The applicant has responded by providing referral responses and a revised SPEX plat. In terms of lighting being fully shielded to reduce glare, a condition of approval would address staff's concern. Landscaping and canopy design remain outstanding issues, and are outlined below.

**COMPLIANCE WITH THE COMPREHENSIVE PLAN**

The property is governed by the Revised General Plan (Plan), the Revised Countywide Transportation Plan (Revised CTP), the Arcola Area/Route 50 Corridor Plan, and the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Upper Broad Run Subarea of the Transition Policy Area. The Revised General Plan specifies the subject site as suitable for transitional land uses, which are defined as "a

blend of rural and suburban development features..." that "...achieve a balance between the built and natural environments" (Revised General Plan, text, p. 8-1).

## **OUTSTANDING ISSUES**

### **CANOPY DESIGN**

In the first referral staff recommended that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. The proposed canopy will be 23' x 106', approximately twice the size of the existing canopy. The proposed SPEX plat indicates that the existing canopy will be removed and replaced entirely with a new canopy, which suggests the opportunity to incorporate new design elements. Staff wants to ensure that the canopy's appearance complements both the existing service station and surrounding Transition Policy Area, which is envisioned to contain a blend of rural and suburban development features. The proposed design of the canopy exhibits an industrial look, typically seen in more developed, Suburban neighborhoods. Staff suggested using a similar gas station design approved on July 19, 2005 (SPEX 2003-0027, Piercy's Garage) as an example of how architectural elements such as a shingle finish roof, and white column wraps can be incorporated into a gas station canopy.

The applicant has responded by providing a canopy illustration on the SPEX plat, and indicating that the fascia will be white to match the main building color, and the logo text green to match the trim on building. Staff agrees with the color scheme, as the proposed colors will complement the color of the existing service station. However, staff continues to believe there is an opportunity to incorporate some other design features, such as a low hipped roof with shingle detailing, and white column wraps (see Attachment 1 - Design Illustratives from SPEX 2003-0027, Piercy's Garage).

***Staff recommends that the design and materials of the proposed canopy expansion complement the existing service station and surrounding area. Staff would be happy to work with the applicant to identify and discuss different design options for the proposed canopy, such as a low hipped roof with shingle detailing, and white column wraps, such as those seen on other canopies.***

### **LANDSCAPING**

In the first referral, staff requested a Type 5 buffer be provided along the frontage of the site, consistent with the Route 50 Plan. Staff reevaluated this action, and concluded that the property is not within the limits of the Route 50 Plan. However, a buffer is required by the Zoning Ordinance, as depicted on the SPEX plat. Staff defers to Zoning regarding whether or not the buffer will be achievable, given the proposed

multiple entrances at the front of the site. If the required buffer cannot be achieved, staff recommends plantings be incorporated into the frontage of the site, where feasible. Landscaping should be depicted on the SPEX plat and a commitment should be made to provide the landscape shown. Landscaping will enhance the appearance of the site, and will partially screen the service station from Route 50, which is a gateway through the County.

***Staff recommends that plantings, in the form of scattered shrubs and trees, be incorporated into the frontage of the site if the required buffer is not achievable due to the site's existing layout and multiple entrances. Staff recommends a commitment to maintaining the landscaping provided.***

## **RECOMMENDATIONS**

Staff is unable to recommend approval of the application until staff's concerns have been resolved. Staff recommends the application be revised to address the following:

1. Design the proposed canopy to complement the existing service station and surrounding area; and,
2. Incorporate plantings into the frontage of the site if the required buffer is not achievable due to the site's existing layout and multiple entrances.

In addition, staff also recommends the following conditions of approval:

1. That lighting be fully shielded and directed downward to reduce glare and light trespass onto adjoining properties; and,
2. That landscaping along the frontage of the site be maintained throughout the life of the project.

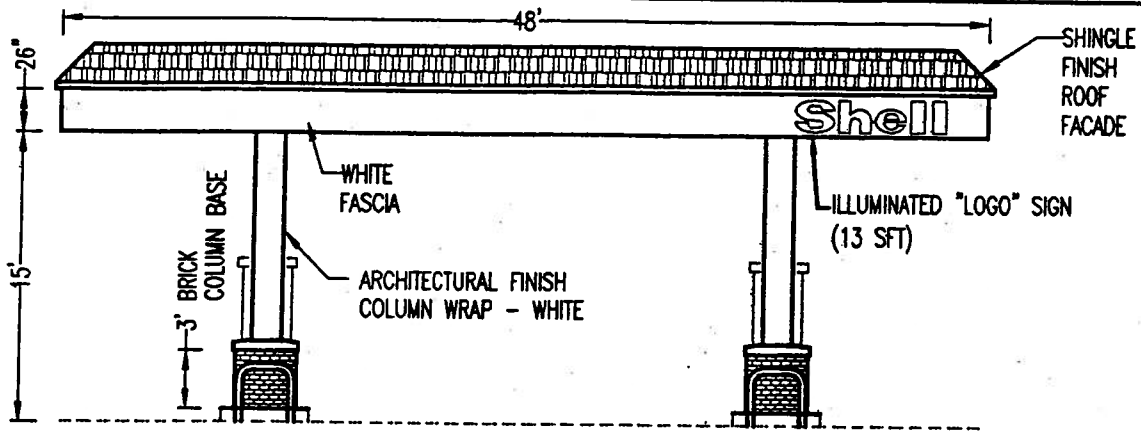
Staff would be happy to meet with the applicant to discuss these issues.

## **ATTACHMENT**

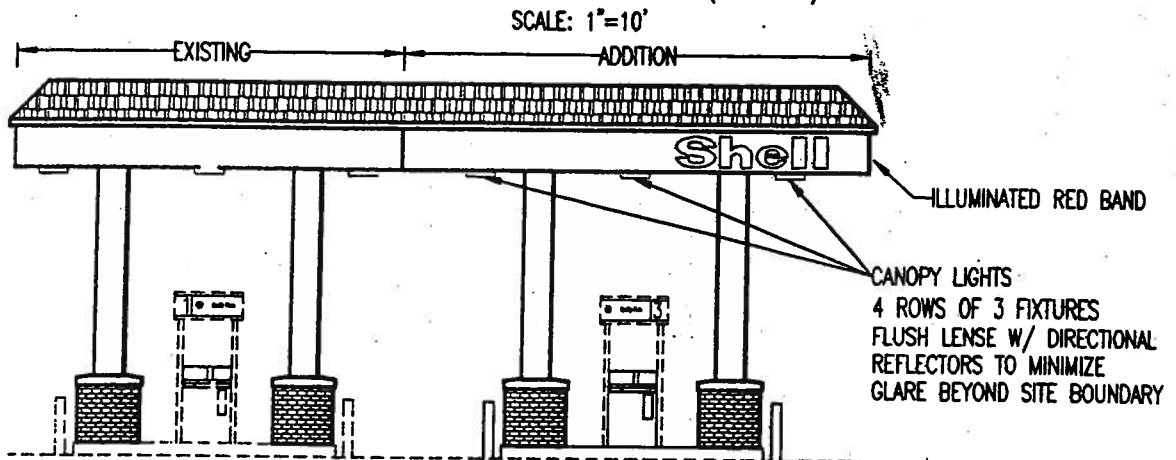
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cc: Julie Pastor, AICP, Director, Planning  
Cynthia L. Keegan, AICP, Program Manager, Community Planning



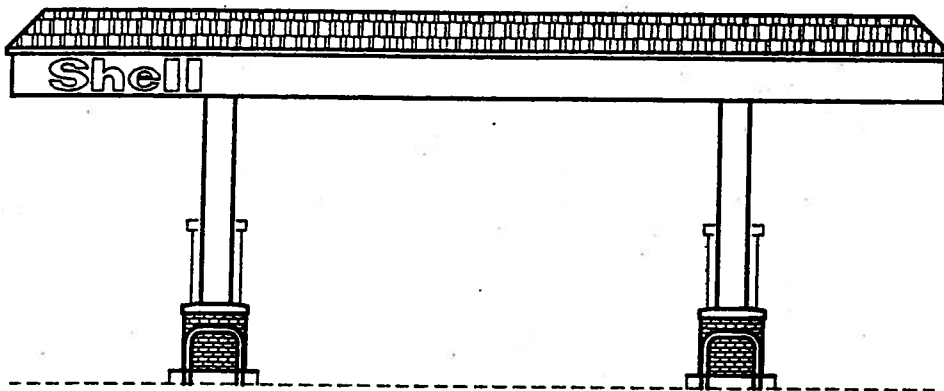


ELEVATION OPPOSITE RTE 662 (FACE 1)



ELEVATION FACING RTE 9 (FACE 2)

SCALE: 1"=10'



ELEVATION FACING RTE 662 (FACE 3)

SCALE: 1"=10'

CANOPY NOTE: APPLICANT AGREES TO COORDINATE WITH STAFF IN ATTEMPT TO INCORPORATE "RURAL IMAGE" DESIGN FEATURES

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SERVED BY EXISTING PRIVATE WELL

SERVED BY EXISTING PRIVATE SANITARY SEWEREAG

ED REDEVELOPMENT DISTURBS 1560 SF ADJACENT 1

ATTACHMENT 1

FORMATION IS NOT REQUIRED

PROJEC

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A-9

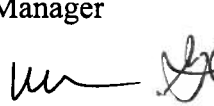
**DEPARTMENT OF BUILDING AND DEVELOPMENT**

**COUNTY OF LOUDOUN**

**MEMORANDUM**

DATE: January 8, 2007

TO: Nicole Steele, Department of Planning, Project Manager

FROM: William Marsh, Environmental Review Team 

CC: Melanie Wellman, Department of Planning, Community Planner

**SUBJECT: SPEX-2006-0030 Lenah Auto Service 1**

The Environmental Review Team (ERT) reviewed the revised application and offers the following comments.

1. Staff recommends a Special Exception Condition requiring oil-water separator BMPs to be incorporated into the gas station site plan in addition to other required BMPs to filter runoff containing higher concentrations of hydrocarbons and petroleum expected in this location. This site fits the storwater hotspot use described in Section 5.320 of the Facilities Standards Manual.
2. Consistent with surface water policy 21 of the Revised General Plan, please describe and depict secondary containment of the storage tanks and fueling area. Please also describe treatment and emergency response contingencies for leaks or spills.

The ERT has completed its review of this application. Staff is available to discuss any questions or concerns regarding the comments in this memorandum.

**From:** William Marsh  
**To:** Steele, Nicole  
**Date:** 4/11/2007 10:54:58 AM  
**Subject:** SPEX-2006-0030 Lenah Auto Service, second submittal

Nicole,

Regarding the two ERT comments from the first review, the recommended condition for oil-water separator remains unresolved. The applicant did answer my query about secondary containment with a written description of the containment, but I would also like to review a corresponding graphical rendering, in plan view and cross section view.

Please let me know if you have questions, and when the applicant wishes to meet with us. Thanks!

William

**CC:** Wellman, Melanie



**Building & Development  
ZONING ADMINISTRATION**

**DATE:** December 28, 2006  
**TO:** Nicole Steele, Project Manager, Planning Department  
**THRU:** Marilee L. Seigfried, Deputy Zoning Administrator  
**FROM:** Diane B. Ferrall, AICP, CZA, PRS-ESI  
**RE:** Lenah Auto Service – SPEX-2006-0030

Staff has reviewed the referenced application to include the materials identified on the transmittal sheet dated November 20, 2006. The property is zoned RC (Rural Commercial) under the *Revised 1993 Loudoun County Zoning Ordinance*. The applicant seeks special exception approval to expand the existing automobile service station.

**CRITICAL ISSUES**

1. Zoning data plat note #2 and the statement of justification must reference all the existing parcels that are involved with this proposal: Parcels 7, 7A, 7D and 7E. The land development application and ad should include all parcels. The "Property Line Note" on sheet #2 should be corrected to include 7A. [Sec.6-403 Checklist]
2. The plat insert vicinity map shown at 1" = 100' and the plan view sheet should label Parcel 7D, the existing use site; and label all newly proposed/relocated parcel boundaries. [Sec.6-403 Checklist]
3. An approval condition must require the submission, approval and recordation of a Boundary Line Adjustment plat prior to approval of the site plan [Sec.2-900, 5-1300 & 5-1400]. This comment is not intended as an endorsement nor is it a guarantee that the plat will be approved [Sec.1-404(B)&(C)].
4. However, the SPEX plat should be revised to propose a lot line to the rear of Parcel 7D so that the existing metal storage structure does not straddle the new parcel boundary, since the lots are under the same ownership and can be made to be more conforming. The "trailer" label should be removed from the SPEX plat.
5. The plan should identify pedestrian linkages to adjacent properties. [Sec.2-907(E)]
6. The plan proposes multiple entrances on a primary arterial road, and coordination with OTS and VDOT should confirm how to minimize any threat to public safety. [Sec.2-907(G)]
7. The front buffer yard note on sheet #2 should also reference "with berm" along Rt.50, a primary arterial road. [Sec.5-1406(E)(2)].
8. The proposed multiple entrances may interfere with the ability to provide the required front buffer yard.

## OTHER ISSUES

9. The plan should label the required 15' yard to the west of the site. [Sec.2-905(C)(2)]
10. The plan should label the uses of adjacent parcels, as selected from the use list in the RC District. [Sec.2-905]
11. The zoning data notes should include building requirements for the maximum 70% lot coverage, the maximum 35' building height, and the maximum .40 FAR. Please note that if any additional right-of-way is required, zoning calculations and yards will be impacted. [Sec.2-906, Sec.1-205(J)]
12. The zoning notes indicate that 17 off-street parking spaces are provided, however, only 16 spaces are shown—this discrepancy must be corrected.
13. The GFA of the service bays can be subtracted from the total GFA for the 2.5/1,000 SF calculation. The calculations should include all GFA for this purpose.
14. The parking calculations must factor in any on-site commercial vehicles associated with this use. [Sec.5-1102(A)(4)]
15. The plan must provide a loading space. [Sec.5-1102(E)]
16. The plan must identify ADA parking space locations that allow pedestrians en route to the building entrance without crossing in front of service bay doors.
17. The plan shows existing signage information that may not comply with the current sign regulations. All signage information should be labeled as for illustrative purposes only or removed from the plan so as not to imply approval of a sign modification. A plat note must be added to state that all signage will comply with the requirements of Sec.5-1200.
18. The plan should include a note to reference compliance with the tree canopy requirements of Sec.5-1300.
19. Zoning data note #1 must insert "Revised" in the applicable Ordinance reference.

## **GROUP WISE EMAIL**

**From:** Diane Ferrall  
**To:** KVanHise@Vollmer.com  
**Date:** 8/22/2006 12:00 PM  
**Subject:** Holtzman Oil/Rouse @ Lenah PRAP-2006-0091  
**CC:** Armstrong, Garvan;  
Gorney, Joe;  
Mosurak, Lou;  
Seigfried, Marilee

Kevin,

There's a reason nobody discussed the expansion of the pumps and canopy within the required Sec.5-900 Setback; it's not an issue in this circumstance. These structures are not considered buildings.

Also, with the adoption of the Revised 93 Ordinance, Sec.5-900(A)(9) provides for a reduced building and parking setback to allow a building area of up to 85 feet in depth measured forward from the rear buffer or setback whichever is more restrictive. Please read this section in its entirety very carefully because it will impact the potential plat of adjustment/consolidation since this provision specifically precludes lots created since June 16, 1993, and that includes lots created by plats of adjustment.

Please let me know if you have any other zoning questions before submission of your SPEX materials to the Planning Department, especially in view of the landscaping zoning code that is required regardless of landscaping treatments suggested in Rt.50 VDOT calming project — even if the calming project may generate conditions of approval that may establish right-of-way where the ultimate setbacks is measured from at the time of site plan.

**Diane B. Ferrall, AICP, CZA, PRS-ESI**  
**B&D Zoning Administration**  
**(703) 777-0397 X8657**

**THIS EMAIL IS FOR RECONNAISSANCE PURPOSES ONLY AND IS NOT A ZONING ORDINANCE DETERMINATION.**

CC: Marilee L. Seigfried, Deputy Zoning Administrator

## CORRESPONDENCE SUMMARY

DATE: **August 24, 2005**

CORRESPONDENCE NUMBER: **ZCOR 2005-0197**

SUBJECT: **Request for informal determination regarding the ability to renovate and modify Lenah Auto Service**

1993 Ordinance Reference Numbers: **2-904\*, 6-1300\***  
**Article 8: Automobile Service Station\***

1972 Ordinance Reference Numbers: **N/A**

Other Applicable Reference Numbers: **APPL 2001-0015**  
(LSDO/FSM/ZMAP/SPEX) **1942 Zoning Ordinance**

Applicable Tax Map/PIN Numbers: **100/7D (MCPI: 286-40-0187)**

**Correspondence Summary:** Kevin Van Hise of Vollmer Associates, LLP requested an “informal determination” regarding the ability to renovate and modify an existing automobile service station known as Lenah Auto Service.

**Author: Amy Lohr**

**\*Indicates where to file**

Is this a determination? Check one: Yes ☐ No ☒

**From:** Amy Lohr  
**To:** Van Hise, Kevin  
**Date:** 8/24/2005 11:02:59 AM  
**Subject:** Lenah Auto Service

Kevin,

This e-mail is in response to your request for an "informal determination" regarding the property located at 41105 John Mosby Highway in Lenah (MCPI: 286-40-0187, Tax map 100, parcel 7D).

The property is currently zoned RC (Rural Commercial) under the Revised 1993 Loudoun County Zoning Ordinance. An automobile service station is a special exception use in the RC district.

Pursuant to the first zoning map for Loudoun County, the property was originally zoned H-1 (Highway Agricultural) and was subject to the 1942 Zoning Ordinance. In the H-1 district, a filling station required that a use permit be granted by the Board of Zoning Appeals (BZA). A use permit for a "gasoline service station" was issued by the BZA to W.J. and Helen J. Moore on August 20, 1954.

Per the sketch drawing submitted with the use permit application, two pumps were originally proposed with the site. A member of our Zoning Enforcement Division visited the site and noted two pumps on site under the canopy. Both pumps have a nozzle on each side. A diesel fuel pump was also noted in another location of the site. The submitted exhibit A illustrates four pumps. If nozzles are located on both sides of each of the four pumps, this would provide 8 locations for the dispensing of gasoline.

It appears that the proposed renovations would expand the use beyond what was approved with the original use permit. As such, it is my opinion that a new special exception application would be required.

The site visit also revealed the presence of several inoperable vehicles, which would not be permitted in conjunction with an automobile service station.

Replacement of the sign will require sign permit approval. All signs should comply with the Sign Regulations of Section 5-1200. The sign requirements matrix, Section 5-1204(D)(3)(r), provides standards for automobile service stations.

I hope this information is helpful.

Sincerely,  
Amy Lohr

\*\*\*\*\*

Amy M. Lohr, CZA, AICP  
Planner, Zoning Administration  
Department of Building and Development  
County of Loudoun, Virginia  
1 Harrison Street, S.E., 3rd Floor  
Leesburg, Virginia 20177  
(703) 777-0397  
(703) 771-5215 (fax)  
alohr@loudoun.gov

\*\*\*\*\*

**CC:** Marilee Seigfried

A-16



**LMIS DOCUMENT**

**VARI-2003-0004 – PIERCY'S GARAGE – WATERFORD TEXACO**

**From:** Theresa Stein  
**To:** Saverine, Sue  
**Date:** 6/11/2003 3:07PM  
**Subject:** RE: Piercy's Garage Variance  
**CC:** Marilee Seigfried;  
Melinda Artman

I understand that Marilee Seigfried met with Bob Sevila about Sweet Springs Gas Station and the Waterford Texaco (Piercy's Garage) and their desire to add to an existing canopy. Marilee told Bob that the gas canopy's were not subject to the setback requirements found in Section 5-900 of the Ordinance, which refers to buildings and parking, and therefore, since the pumps and canopy are neither building or parking, it could have an addition without the need for a variance in both instances. I just want to confirm that you will be withdrawing Variance application 2003-004, Piercy's Garage, based on that understanding.

In addition, I need to point out that I've done some research on the Waterford Texaco and do not find that they received special exception approval to have an automobile service station, gas pumps with convenience store, or any other use currently taking place on the property. As a matter of fact, I found that Arthur Peacock applied for a special use permit for a filling station and store in 1957 and was denied. There is a gap of information between 1957 and when the Piercy's purchased the property, so I'm unable to confirm that there was no subsequent application.

Before your client can expand his use, and in order to continue operating, your client must provide evidence that it received special exception approval for the current uses, or they could be found in violation of the Ordinance.

Upon visiting the site, it appears that there is (1) an automobile service station, which permits the sale of gas and provision of convenience goods for customers as accessory — requires special exception approval; (2), motor vehicle service and repair, accessory to an approved use — requires special exception approval; (3) motor vehicle sales — requires special exception approval; (4) wayside stand — by-right; (5) and impoundment lot — not permitted.

It's imperative that evidence be shown that the special exception uses were approved and have not been discontinued for a continuous period of more than 2 years, before any expansion. I see that an application was made for a site plan amendment (SPAM 2001-0084) in July of 2001 to increase the gas pumps and canopy, and that representatives from Quarles came in for a special exception pre-application conference in November of 2001, at which times the applicant was told that special exception approval was needed.

I'd be glad to speak with you or Bob to answer any questions, and I await evidence of special exception approval. My fax number is 703-771-5215.

Theresa M. Stein, Planner  
Loudoun County, Virginia  
Dept. of Building and Development  
Third Floor  
1 Harrison Street, SE  
Leesburg, VA 20177  
tstein@loudoun.gov  
703-777-0397 Ext 0411

>>> "Sue Saverine" <ssaverine@sshw.com> 06/03/03 08:56AM >>>

Thanks for the information. I'm trying to track down evidence as to how long that location has been a gas station. As soon as I get it, I'll forward it on to you.

[Saverine, Sue] -----Original Message-----

From: Theresa Stein [<mailto:TSTEIN@loudoun.gov>]

Sent: Tuesday, June 03, 2003 7:51 AM

To: [ssaverine@sshw.com](mailto:ssaverine@sshw.com)

Subject: Re: Piercy's Garage Variance

I've checked with the Zoning Administrator and a variance is indeed necessary (only residential structures are subject to Sec 1-403(B)). However, I'll still need evidence that this is a legally created structure, so I'll need something to show when the pumps and the building were constructed so that I can ensure that they adhered to the Ordinance setbacks at the time created. Also, the Statement of Justification will need to be amended because it requests a variance from Sec 5-617, which is not applicable. In addition, I understand that there was a variance/special exception pre-application meeting. I'd like to get a copy of the notes for review.

Thank you,

Theresa M. Stein, Planner  
Loudoun County, Virginia  
Dept. of Building and Development  
Third Floor  
1 Harrison Street, SE  
Leesburg, VA 20177  
[tstein@loudoun.gov](mailto:tstein@loudoun.gov)  
703-777-0397 Ext 0411

**CC:** Marilee Seigfried; Melinda Artman

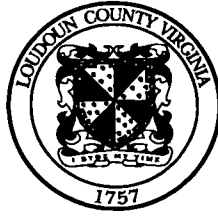
7A

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LENNART SPÖK



**Building & Development  
ZONING ADMINISTRATION**

**DATE:** March 28, 2007  
**TO:** Nicole Steele, Project Manager, Planning Department  
**FROM:** Diane B. Ferrall, AICP, CZA, PRS-ESI  
**RE:** Lenah Auto Service – SPEX-2006-0030 2<sup>nd</sup> Review

Staff has reviewed the referenced application to include the materials identified on the transmittal sheet dated March 7, 2007. The following items remain outstanding:

**Sec.2-905(C)(2) Yards:** The 15' required yard shown along the western site boundary must be labeled.

**Sec.2-906 Lot Requirements:** Note 3 regarding the size of the site must specify that Parcel 7D is the location of the proposed Auto Service Station expansion since several lots involved in the future boundary line adjustment are listed in note 2.

**Sec.2-907(E) Pedestrian Accommodation:** The plan should provide pedestrian access to adjacent properties from the proposed Auto Service Station expansion site.

**Sec.2-907(G) Multiple Vehicular Entrances:** The plan proposes multiple entrances on a primary arterial road, and coordination with OTS and VDOT should confirm how to minimize any threat to public safety.

**Sec.5-900(C) Rt.50 100' Parking Setback:** The plan has been revised to show 8 parking spaces within the required parking setback along Rt.50. The plan must be corrected to remove these spaces. There is no modification provision for relief of this limitation in the RC District. There does not seem to be a demonstrable hardship approaching confiscation of the property that is required for the granting of a Variance by the Board of Zoning Appeals.

**Sec.5-1102(A)(4) Commercial Vehicle Parking:** The parking calculations should state that no commercial vehicles associated with the use are proposed to be parked on the site at any time.

**Sec.6-1310 SPEX Requirements:** The applicant must provide a revised statement of justification.

**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** December 21, 2006  
**TO:** Nicole Steele, Project Manager, Department of Planning  
**FROM:** Art Smith, Senior Coordinator, Planning and Development  
**SUBJECT: SPEX 2006-0030 Lenah Auto Service  
First Referral**

*AS*

This special exception would allow the renovation of an existing service station. The applicant is seeking to replace outdated fueling equipment and to expand the business by adding two additional fueling dispensers. The site is located on the south side of Route 50, a short distance west of its intersection with Lenah Road, Route 600. Existing daily weekday traffic on this section of Route 50 is approximately 18,000.

**Transportation Comments**

1. The applicant submitted a trip generation study which compared the service station trip generation with a by-right trip generation for a rural commercial land use. The study concluded 674 daily vehicle trips (dvt) would be generated by the service station versus 2,248 dvt by the by-right use. The conclusion misses the point that adding two additional fueling dispensers will increase trips with respect to the existing service station.
2. Current traffic volumes on a two lane Route 50 indicate likely inadequate service levels in the road's current two-lane configuration. As such, access to the site should be reconfigured to a single entrance meeting VDOT standards along with a right-turn lane meeting VDOT standards.
3. A note on the current CTP says the future typical section for Route 50 fronting this property. That is being done as part of the Countywide Transportation Plan (CTP). OTS checked with VDOT and found that no Route 50 traffic-calming project currently under design will reach as far east as this site. Therefore, Route 50 could be widened along the project frontage which may require right-of-way from this site. VDOT's views are welcome.

**Conclusion**


OTS will offer a recommendation once it has reviewed the applicant's responses to our comments.

cc: Andy Beacher, Assistant Director, Highway Division Chief

A-21

**County of Loudoun**  
**Office of Transportation Services**  
**MEMORANDUM**

**DATE:** April 3, 2007  
**TO:** Nicole Steele, Project Manager, Department of Planning  
**FROM:** Art Smith, Senior Coordinator, Planning and Development  
**SUBJECT:** **SPEX 2006-0030 Lenah Auto Service**  
**Second Referral**



This referral will serve to update the status of the issues identified in the Office of Transportation (OTS) referral of December 21, 2006, based on the applicant's responses dated March 6, 2007.

**COMMENT 1:** The applicant submitted a trip generation study which compared the service station trip generation with a by-right trip generation for a rural commercial land use. The study concluded 674 daily vehicle trips (dvt) would be generated by the service station versus 2,248 dvt by the by-right use. The conclusion misses the point that adding two additional fueling dispensers will increase trips with respect to the existing service station.

**RESPONSE:** See attached memo dated January 23, 2007. Note that the trips will not be increased due to addition of fueling dispensers as we are not a destination use. The number of cars on the adjacent road remains the same whether we have 2 or 4 fueling dispensers.

**STATUS:** OTS has reviewed the memo dated January 23, 2007. No further analysis is required.

**COMMENT 2:** Current traffic volumes on a two lane Route 50 indicate likely inadequate service levels in the road's current two-lane configuration. As such, access to the site should be reconfigured to a single entrance meeting VDOT standards along with a right-turn lane meeting VDOT standards.

**RESPONSE:** We do not concur, existing entrances as shown are to remain. In addition, we do not believe a right-turn only lane is needed on this section of Route 50.

**STATUS:** OTS notes VDOT is requesting entrance improvements and also received a negative response. The current entrance is, quite frankly, a mess. The applicant should provide the improvements specified by VDOT. Should the improvements not be provided, OTS will recommend denial of this application.

**COMMENT 3:** A note on the current CTP says the future typical section for Route 50 fronting this property. That is being done as part of the Countywide Transportation Plan (CTP). OTS checked with VDOT and found that no Route 50 traffic-calming project currently under design will reach as far east as this site. Therefore, Route 50 could be widened along the project frontage which may require right-of-way from this site. VDOT's views are welcome.

**RESPONSE:** VDOT has approved right-of-way on the northern side of Route 50 sufficient for the future widening projects. Additional right-of-way along the subject parcel is unnecessary.

**STATUS:** OTS has not reviewed VDOT views on this issue. Is sufficient right-of-way available for future widening? It is our view that any future widening will be accomplished on the north side of the road.

### **Conclusion**

Should the applicant provide entrance improvements as required by VDOT, OTS would have no objections to the approval of this application. Should these improvements not be provided, OTS will recommend denial of this application.

cc: Terrie Laycock, Acting Director  
Andy Beacher, Assistant Director, Highway Division Chief



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

DEPARTMENT OF TRANSPORTATION  
14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

January 3, 2007



Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000

Re: Lenah Auto Service  
(1<sup>st</sup> Submission)  
Loudoun County Application Number SPEX 2006-0030

Dear Ms. Steele:

We have reviewed the above noted application as requested in your November 20, 2006 transmittal. We offer the following comments:

1. For informational purposes, please show and clearly label on the vicinity map the alignment of the proposed "Lenah Connector (U4)" as shown on the Loudoun *Countywide Transportation Plan (CTP)*.
2. Please clearly dimension Route 50 right of way from centerline and from right of way line to right of way line.
3. Related to comment # 2: If necessary, additional right of way should be dedicated from centerline to ensure that at least the minimum of 25'-35' from centerline is met as specified in the *CTP (R2 Typical Section)*.
4. In order to reduce the number of conflict points along Route 50 and to decrease the number off potential conflicting turning movements, at least one of the access points



to this facility should be closed. We recommend this be the middle entrance as it was not shown in the sight distance exhibit and its elimination would create better separation between the remaining entrances.

5. What is the intent of "Future Lot 7E Access", i.e., present and/or future intended use, vehicle trip generation rate, vehicle classification, etc?
6. Comment # 5 should be taken into consideration with comment # 4.
7. Conduct and submit for review a bona fide turn lane warrant analysis in accordance with VDOT standards or other accepted methodologies. Include but not limited to ADT Route 50, posted and design speed of Route 50, site generated trip volumes based on proposed conditions, traffic directional splits and traffic dispersion at entrances, etc.
8. VDOT *Minimum Standards of Entrances to State Highways* requires a minimum distance of 30' from gasoline pump to right of way line when the pumps are aligned between 45 degrees – 90 degrees to the pavement edge. Please dimension the distance of these pumps from the pavement edge and ensure that this criterion is met.
9. The westernmost entrance should be dimensioned at the P. T. of the returns (i.e., measured at the throat of the entrance) not measured at an angle as shown now. VDOT standards call for this dimension to be between 30' – 40'.

If you have any questions, please call me at (703) 383-2061.

Sincerely,

A handwritten signature in black ink, appearing to read "JB", with a stylized flourish extending from the end.

John Bassett, P.E.  
Transportation Engineer

cc: Mr. Sam Allaire



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

April 4, 2007

Ms. Nicole Steele  
County of Loudoun  
Department of Planning  
1 Harrison Street, S.E.  
P.O. Box 7000  
Leesburg, Virginia 20177-7000



Re: Lenah Auto Service  
(2<sup>nd</sup> Submission)  
Loudoun County Application Number SPEX 2006-0030

Dear Ms. Steele:

We have reviewed the above noted application as requested in your March 7, 2007 transmittal. We offer the following comments:

1. We reiterate our previous comment # 7 dated January 3, 2007 as it was not adequately addressed by the applicant:

"7. Conduct and submit for review a bona fide turn lane warrant analysis in accordance with VDOT standards or other accepted methodologies. Include but not limited to ADT Route 50, posted and design speed of Route 50, site generated trip volumes based on proposed conditions, traffic directional splits and traffic dispersion at entrances, etc."

If you have any questions, please call me at (703) 383-2061.

Sincerely,

John Bassett, P.E.  
Transportation Engineer

cc: Mr. Sam Allaire

## Memorandum

**To:** John Bassett

**From:** Arsalan (Alex) Faghri

**CC:** Kamal Suliman, Sylvia Spriggs

**Date:** 06/26/2007

**Re:** Lenah Auto Service – Rt. 50 and Lenah Farms – RUID 7767

---

We have reviewed the turn lane analysis associated with the subject location and offer the following comments:

1. The analysis should include a left turn lane analysis.
2. 95 percentile queue lengths should be determined and tabulated for left turning vehicles entering the site.
3. The conclusion indicates the skewed eastbound entrance permits higher speed turns from Route 50 to the site. This is an invalid observation and should not be used as a basis for conclusion. The speed differential between a skewed right-turn entrance and a sharp right-turn entrance is minimal, if not negligible, since drivers are coming to a full stop immediately after the turn in either scenario.
4. The number of accesses to the site should be reduced to two. Consult the Code of Virginia for the legal number of access points.
5. Headings in raw data sheets are confusing. They should indicate which access to the site.
6. A full revised package incorporating the above comments should be submitted for another review. Appendices and addendums to the initial report are not acceptable.

We are returning the one copy you provided, attached with the borrowed copy of your files, to you via interoffice mail. Please feel free to contact me if you have any questions.

**From:** "Bassett, John" <John.Bassett@VDOT.Virginia.gov>  
**To:** "Hastings, Angela" <Angela.Hastings@stantec.com>, <ahastings@vollmer.com>  
**Date:** 9/25/2007 10:52 AM  
**Subject:** RE: 174910138 Lenah auto service station - turn lane sketch  
  
**CC:** "Suliman, Kamal S." <Kamal.Suliman@VDOT.Virginia.gov>, "Van Hise, Kevin"...  
Angie,

OK

John

---

From: Hastings, Angela [mailto:Angela.Hastings@stantec.com]  
Sent: Monday, September 24, 2007 4:28 PM  
To: Bassett, John; ahastings@vollmer.com  
Cc: Suliman, Kamal S.; Van Hise, Kevin; Hayes, Jennifer;  
nsteele@loudoun.gov; Kdsitzman@mjwells.com  
Subject: RE: 174910138 Lenah auto service station - turn lane sketch

Thanks for your response and phone message. We have not had any response to by-pass lane option which was the latest that we sent. However, it appears from Kamal's response below and your additional input that the left turn lane option will work (and is the safer option). Unless you advise otherwise, we will revise spex plat to reflect right and left turn lanes as described below and resubmit to the county.

Angie Hastings, Civil Designer

Stantec

104 Church Street SE

Leesburg VA 20175

Tel: 509-968-4585

Fax: 509-968-4586

angela.hastings@stantec.com

stantec.com

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---

From: Faghri, Arsalan  
Sent: Tuesday, August 21, 2007 2:29 PM  
To: Bassett, John  
Cc: Suliman, Kamal S.  
Subject: RE: 174910138 lenah auto service station - turn lane sketch

John,

Here are my initial thoughts. Please wait for Kamal's input too.

- \* The 200' taper and storage lengths are fine.
- \* The splitter island on the west leg of the roundabout must stay. The taper and storage must start where the splitter island ends.
- \* Proper widening must be maintained at the eastbound (west leg) for proper operation of the roundabout. I suggest trimming the yellow edge line where it meets the existing edge of pavement.
- \* I am glad to see the middle point of access is blocked.

Hope this helps.

Alex

---

From: Suliman, Kamal S.  
Sent: Wednesday, September 05, 2007 6:27 PM  
To: Bassett, John  
Cc: Faghri, Arsalan  
Subject: RE: 174910138 Lenah auto service station - turn lane sketch

John,

A-29

I finally was able to catch up with Steve and discuss ways of approaching the subject. After giving it some thoughts, I concluded that the left turn provided here is primarily to store WB left-turn vehicles and prevent delay to WB thru-traffic as intended for in the VDOT Road Design Manual (RDM).

It is my opinion that proposed use of minimum values (200' storage + 200' taper) specified in the RDM is appropriate in this case provided that capacity analysis doesn't indicate a need for additional storage. Please let me know if I could be of further assistance.

Sincerely,  
Kamal Suliman  
Program Manager  
Northern Region Operations  
Virginia Department of Transportation  
Tel.: (703) 383-2419 ~ Fax: (703) 383-2410  
Kamal.Suliman@VDOT.Virginia.gov <mailto:Kamal.Suliman@VDOT.Virginia.gov>

-----Original Message-----

From: Suliman, Kamal S.  
Sent: Thursday, August 23, 2007 7:08 PM  
To: Faghri, Arsalan; Bassett, John  
Subject: RE: 174910138 lenah auto service station - turn lane sketch

John,

The 200' turn lane is very questionable as it doesn't meet minimum AASHTO requirements but please hold off on a response until next week because I have to discuss some of the issues with L&D for further clarifications.

I agree with Alex on the need to keep the roundabout splitter island and ensuring that integrality of all its design features. Additionally, we will need exhibits to verify/document sight and stopping distances.

Kamal

-----Original Message-----

From: Faghri, Arsalan

Sent: Tuesday, August 21, 2007 2:29 PM

To: Bassett, John

Cc: Suliman, Kamal S.

Subject: RE: 174910138 lenah auto service station - turn lane sketch

John,

Here are my initial thoughts. Please wait for Kamal's input too.

- \* The 200' taper and storage lengths are fine.
- \* The splitter island on the west leg of the roundabout must stay. The taper and storage must start where the splitter island ends.
- \* Proper widening must be maintained at the eastbound (west leg) for proper operation of the roundabout. I suggest trimming the yellow edge line where it meets the existing edge of pavement.
- \* I am glad to see the middle point of access is blocked.

Hope this helps.

Alex

---

From: Bassett, John

Sent: Tuesday, August 21, 2007 1:17 PM

To: Suliman, Kamal S.; Faghri, Arsalan

Subject: FW: 174910138 lenah auto service station - turn lane sketch

Input please...

Thanks,

A-32



John

---

From: Hastings, Angie [mailto:angela.hastings@stantec.com]

Sent: Thursday, August 16, 2007 10:54 AM

To: Bassett, John; tom.vanpoole@vdot.virginia.gov

Cc: Kevin D. Sitzman; Hayes, Jennifer; Van Hise, Kevin

Subject: 174910138 lenah auto service station - turn lane sketch

Attached is a very rough sketch for right and left turn lanes on rt. 50 for lenah auto service. We included the excerpts from road design used to determine taper and turn lane length (just to make sure we are using correct reference, if not please advise). This is just for discussion purposes, to put a picture to what has been discussed. The traffic calming circle is also shown at the intersection.

Angie Hastings, Civil Designer

Stantec

104 Church Street SE

Leesburg VA 20175

A-33

Tel: 509-968-4585

Fax: 509-968-4586

angela.hastings@stantec.com

stantec.com

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Environmental Health  
Phone: 703 / 777-0234  
Fax: 703 / 771-5023

## *Loudoun County Health Department*

P.O. Box 7000  
Leesburg VA 20177-7000



Community Health  
Phone: 703 / 777-0236  
Fax: 703 / 771-5393

December 14, 2006

**MEMORANDUM TO:** Nicole Steele, Project Manager MSC # 62  
Planning Department, Building & Development

**FROM:** John P. Dayton MSC #68  
Sr. Env. Health Specialist  
Division Of Environmental Health *JPD*

**SUBJECT:** **SPEX 2006-0030, Lenah Auto Service Station**  
**LCTM: 100/7D, PIN 286400187**

This Department reviewed the plat, submitted by Vollmer Associates LLP dated **July 2006**, and recommends approval with the following comments/conditions to the proposal.

- 1) There should be no food preparation on site.
- 2) There should be no water offered to the public, this includes no public drinking fountains.
- 3) There should be no grading, paving or disturbance within 10 feet of the existing drainfield or any of the components.

If further information or clarification on the above project is required, please contact John Dayton at 737-8848.

JPD/JEL/jpd





880 Harrison Street, SE • P.O. Box 4000 • Leesburg, Virginia 20177-1403 • [www.lcsa.org](http://www.lcsa.org)

November 29, 2006

Ms. Nicole Steele  
Department of Planning  
1 Harrison Street, S.E.  
P. O. Box 7000  
Leesburg, Virginia 20177-7000

Re: **SPEX-2006-0030, Lenah Auto Service**

Dear Ms. Steele:

The Sanitation Authority has reviewed the referenced Special Exception application and offers no objection to the proposed use. The applicant proposes to serve this site by an existing private well and a private drainfield system. Therefore, the Authority has no involvement with this application.

Should you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joyce L. Jones", is written over a light blue grid background.

Joyce L. Jones  
Engineering Administrative Specialist



Dale C. Hammes, P.E.  
General Manager/Treasurer

Richard C. Thoesen, P.E.  
Deputy General Manager



LOUDOUN COUNTY, VIRGINIA  
Department of Fire, Rescue and Emergency Management

803 Sycolin Road, Suite 104 Leesburg, VA 20175  
Phone 703-777-0333 Fax 703-771-5359



## MEMORANDUM

**To:** Nicole Steele, Project Manager  
**From:** Maria Figueroa Taylor, Fire-Rescue Planner  
**Date:** December 20, 2006  
**Subject:** Lenah Auto Service  
SPEX 2006-0030

Thank you for the opportunity to review the above captioned application to allow the renovations of an existing service station in the RC Zoning District. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objection to the application as presented.

Staff did not receive comments from the first due fire-rescue company by the requested due date. If you have any questions or need additional information, please contact me at 703-777-0333.

c: Project file



*Teamwork \* Integrity \* Professionalism \* Service*

A-37